Chapter 2

CONTROLS

ENTRY AND EXIT

WARNING

Before leaning into, or entering, the cockpit, refer to the LETHAL WARNING card at the beginning of this book.

Entry, normal method

1. Entry to the cockpit is by way of the canopy. The external canopy-operating controls *(fig.1)* are located behind a panel labelled CANOPY EXTERNAL RELEASE HANDLES, in the port side of the spine, aft of the cockpit. Opening the canopy is effected by pulling the locking handle and then pushing the nearby spring-loaded tumbler switch. The locking handle controls inflation of the canopy seal and in the unlocked position a CANOPY warning indicator in the cockpit is illuminated whilst operation

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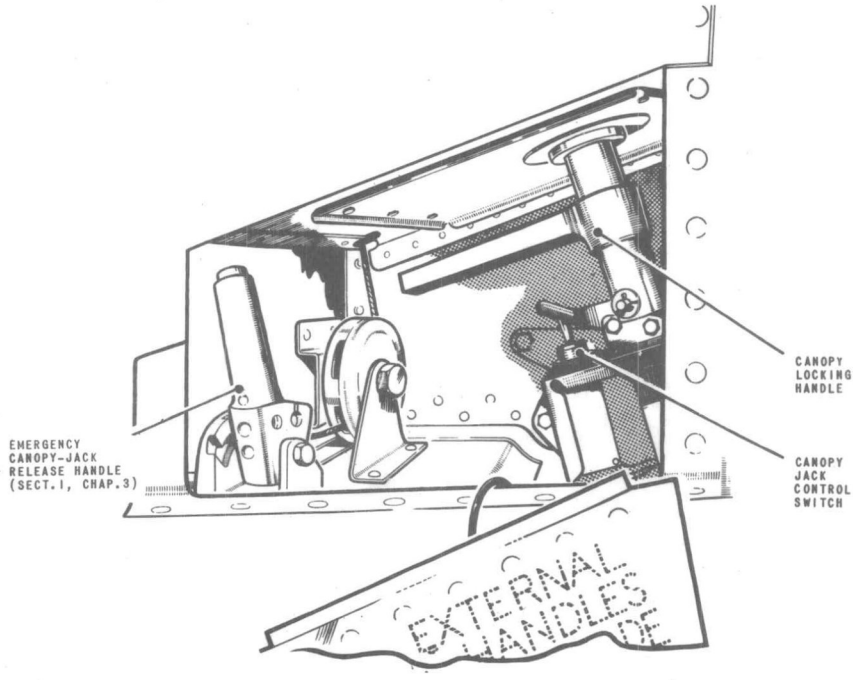

Fig. 1. Canopy external controls

of the canopy switch actuates a warning buzzer. Closing and locking of the canopy is effected externally by reversal of the operations described.

Note...

Low hydraulic services accumulator pressure (rectifiable by use of the hand pump, Chap.4) would be a likely cause of failure of the canopy to open.

Entry, stand-by method

2. In the event of the canopy remaining in the closed or partially-open position due to electrical or hydraulic system failure, opening is effected by first pulling the tumbler switch, then ensuring that the canopy is closed and pushing the locking handle into the locked position. The top of the red emergency release handle is then depressed and the canopy prised open and lifted manually.

Exit, normal method

3. The canopy is opened from inside the cockpit by pulling up the canopy control handle at the port side of the seat and operating the exposed control switch upwards to OPEN. The controls are inter-connected with the external controls so that visual and audible warnings are given in the appropriate circumstances.

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Exit, stand-by method

4. In the event of the canopy remaining in the closed or partially-open

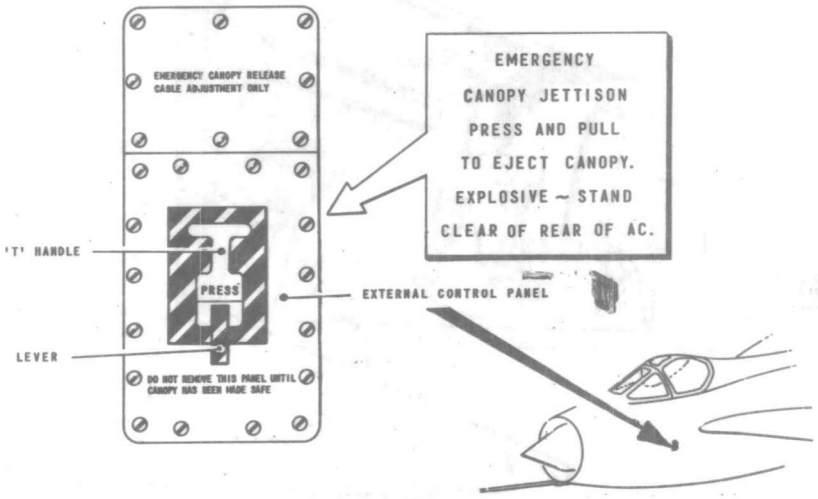

Fig. 2. Canopy external jettisoning control

position due to electrical or hydraulic system failure, opening is effected by first operating the control switch downwards to CLOSE, then ensuring that the canopy is closed and pushing the canopy control handle downwards to the locked position. The EMERGENCY CANOPY JACK RELEASE lever (located beneath the port canopy sill) is then operated and the canopy control handle pulled upwards. The canopy is then raised manually.

Emergency methods

5. In emergency entry or exit the canopy is jettisoned by pulling outwards the T-shaped handle on the external emergency canopy-jettison panel, or pulling upwards the spade-grip handle on the cockpit floor at the port side of the seat, respectively.

WARNING...

The canopy will fall aft of the aircraft, if the latter is standing level, and ground personnel must be warned to stand clear.

CONTROLS AND INSTRUMENTS

6. For location of controls and instruments refer to fig.4 and the key in this chapter. Engine and fuel system cockpit controls are illustrated in Chapter 5.

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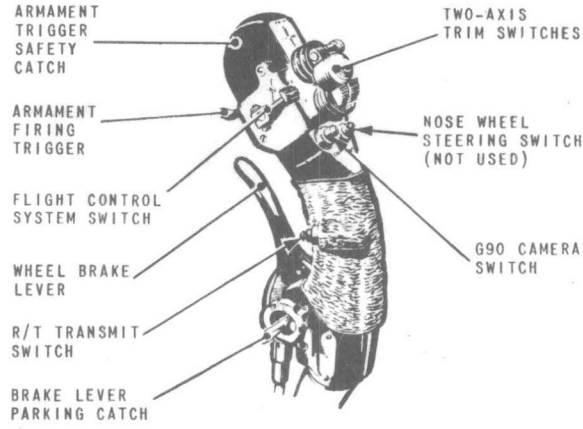

Fig.3. Control column handle

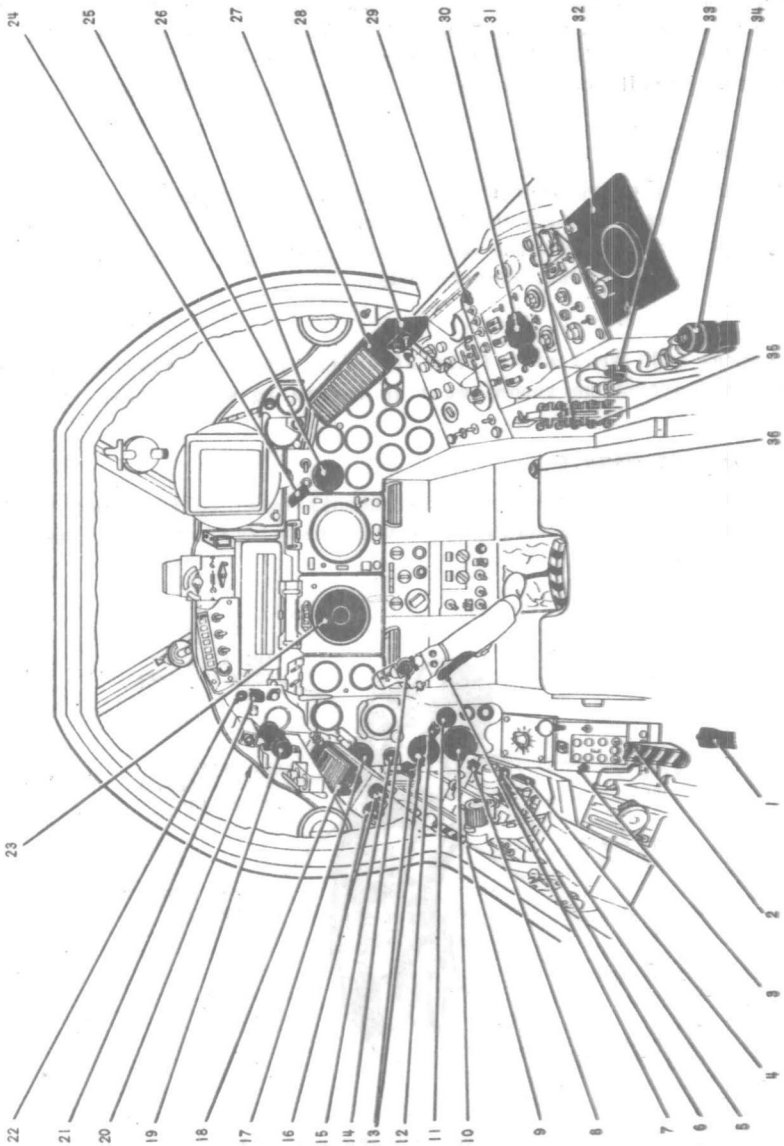
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Fig. 4.

KEY TO FIG.4

1 CANOPY CONTROL HANDLE
2 CANOPY–JETTISON HANDLE
3 SEAT–HEIGHT ADJUSTMENT SWITCH
4 RUDDER TRIM SWITCHES
5 RAIN DISPERSAL/DE–ICING SWITCH
6 AIR BRAKES SELECTOR SWITCH
7 WHEEL–BRAKE LEVER
8 HYDRAULIC FEEL SELECTOR SWITCH
9 EMERGENCY CANOPY JACK RELEASE HANDLE
10 THREE–AXIS TRIM AND AIR BRAKE POSITION INDICATOR
11 AUTOPILOT TRIM INDICATOR
12 FLAPS SELECTOR SWITCH
13 ALIGHTING GEAR CONTROL AND INDICATOR
14 TWO–AXIS TRIM SWITCH
15 FLAPS POSITION INDICATOR
16 FIRE EXTINGUISHER SWITCHES/WARNING LIGHTS
17 WHEEL BRAKES ACCUMULATOR PRESSURE GAUGE
18 STANDARD WARNING INDICATOR UNIT
19 SERVICES HYDRAULIC PRESSURE GAUGE
20 EJECTOR SEAT/CANOPY SAFETY PIN STOWAGE (behind shroud)
21 INVERTER SWITCH
22 INVERTER CHANGE–OVER INDICATOR
23 ATTITUDE INDICATOR
24 RUDDER BAR ADJUSTER LOCK RELEASE HANDLE
25 OXYGEN CONTENTS INDICATOR
26 CANOPY UNLOCKED WARNING INDICATOR
27 AUXILIARY WARNINGS PANEL
28 AUXILIARY WARNINGS PANEL TEST SWITCH
29 TAXYING LIGHT SWITCH
30 FLIGHT CONTROL SYSTEM – PILOT'S CONTROLLER
31 BATTERY SWITCH
32 OXYGEN DEMAND REGULATOR
33 ANTI–G AIR SHUT–OFF COCK
34 ANTI–G VALVE
35 INSTRUMENT MASTER SWITCH
36 EMERGENCY OXYGEN SUPPLY CONTROL

1943